

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY
SECURITY INFORMATIONCOUNTRY East Germany

REPORT

TOPIC Schorfheide Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

1. Between 5 and 16 May 1953, 2,450 meters of the southern strip of the runway had been completed at Schorfheide airfield. This strip was laid out with 350 concrete slabs of 7.0 x 7.4 meters each. The eastern portion of the runway which was also under construction had not yet been leveled, therefore concreting of the southern strip was stopped at 2,450 meters. The concreting was then continued on another strip in the opposite direction. The two strips being concreted were separated by about the width of three of the concrete slabs. A second set of construction machines started to work on another strip running from the western end of the runway. This strip had been completed to a length of 1,561 meters, i.e. 223 slabs. Wide cracks had formed in the first seven slabs of this strip. So far one of the six mixing machines used in the operation had failed.
2. In order to speed the leveling work, four Soviet dumping trucks were put into operation. The northern edge of the runway under construction had to be filled up with large quantities of earth taken from a pit located at Jagen (forest section) No 217. This square pit was of 6 to 8 meters deep at its deepest point, and had 40 cm of subsoil water on the bottom. Additional pits were dug at Jagen Nos 216 and 219.
3. The quantities of cement consumed were somewhat larger than the quantities being shipped to the construction site with the latest shipments always being used first. Shipment of gravel and crushed stone has been increased considerably.
4. Guard details, composed of one sergeant and two privates, were posted at the northern and southern edge of the construction site, at the Vietmannsdorf-Gross Doelln road and in front of the Staff building. Occasionally, guard patrolled along the fence. The other part of the area was guarded by German Plant police. On 22 April, new gate passes with stripes in different colors were given to the German personnel, indicating their respective sections.
5. A new barracks area was erected east of the cantonment in Jagen No 124. The ammunition or fuel dump which purportedly was at Jagen No 162 could not be located. There was a large clearing and an old nursery in this area but no installations could be found in spite of a careful check. The concrete testing machine was still covered with roofing felt and had not yet been in operation.

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6. Prior to 6 May, construction material which arrived at Schorfheide airfield was unloaded by concrete workers of the second shift. The concreting could therefore only be done in one shift. After 7 May, the material was unloaded by 100 workers of the Thuringische Bau Genossenschaft (Thuringian Construction Company). A hundred additional workers from the Genossenschaft worked on the field tracks at the construction site. On 10 May, the workforce was increased by about 250 new laborers. Of the 2,046 construction workers, 1,826 worked in excavations and road construction work, while the remaining 210 laborers did above-ground construction work. On 15 May, only 350 laborers reported for work, even though it was a regular work day.
7. The runway under construction was to be composed of 11 concrete strips each 3,500 meters long and 7.4 meters wide. Strips Nos 1, 3, 5, 7, 9, and 11 were to be constructed first, and the construction of strips Nos 2, 4, 6, 8 and 10 were to start after the completion of the others. By 16 May, the concrete strip along the southern edge of the runway had been completed to a length of about 2,500 meters. The remaining portion of the strip could not be concreted, because the subsoil was still being tamped by "Delmag-Froesch" tampers and being leveled with rolling machines. Concrete strip No 3 was completed from the western end of the excavation up to the Gross-Doelln-Vietmannsdorf road. This road was spared during the excavations as it carried the tracks of the field car line. But the road was blocked for any motor vehicular traffic, even inside the construction area. [redacted] the construction of a third mixing set would soon start at the eastern end of the runway.
8. On 15 May, 12 voice radio sets were observed in the temporary building of the Soviet construction staff. The portable sets which could be carried by two men were to be distributed to the most important construction sites at the airfield, and one set was to be given to the construction staff of the Brandenburg Bau Union. The sets were to facilitate a quick communication of construction orders, instructions, and status reports.
9. A watchtower with glass superstructure on poles, 7 or 8 meters high, was located beside the temporary building of the Soviet construction office. The tower was occupied day and night by one Soviet guard.
10. Between 8 February and 13 May, shipments arrived at the airfield included 9,945 tons of portland cement; 10,005.55 tons of 7/15-type crushed stones; 17,649.56 tons of 15/30-type crushed stones; and 24,471.89 tons of gravel.
11. The east-west runway at Schorfheide airfield was marked by plates at intervals of 40 meters. By 22 May 1953, strip portions concreted included one strip, up to plate No 79, another strip up to plate No 64, and a third strip from plate No 79 to plate No 54. Each strip was 7.4 meters wide and two strips were 7.4 meters apart.¹
12. [redacted] the mixing of the concrete involved one part gravel and one part crushed stones of either size, 7/15 and 15/30, mixed to a 3/4 cubic meters mass and additional 320 kg of cement. To prevent inaccuracy, five measuring vats, 1.05 x 0.4 x 0.25 x 0.7 meters prepared for gravel and five 1.09 x 0.40 x 0.24 x 0.8 meters for crushed stones filled up to the edge, were used to obtain the correct mixing ration. The numbers of containers used of each size for each material was not yet determined. A laboratory technician continuously tested concrete blocks, 12x12x50 cm under a hydraulic press. If the blocks resisted a pressure of 300 tons, the mixing ration was correct.

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13.

2,400 laborers were employed at the field. Major Kubanesh (fnu) was the key person of the Soviet construction office at the field. Teutsch (fnu) was the German "Bauleiter". Buchholz (fnu) was the architect for the above-ground structures and Ney (fnu) was the "Bauleiter" for the construction of barracks. Five persons transferred to the Schorfheide construction site from Werneuchen included "Bauleiter" Kunze (fnu), his deputy Eichler (fnu), surveying engineer Schmidt (fnu), Gustav Sitzig personnel manager, and Petri (fnu), standardizing expert.

14.

On 30 May 1953, the runway at Schorfheide airfield was about 25 percent completed. Colonel Kirk (fnu) was replaced by Lieutenant Colonel Kononen (fnu).²

1.

2.

Comment. Major Kubanesh is reported for the first time. Colonel Kirik was replaced by Lieutenant Colonel Shumotov. Lieutenant Colonel Kononen is reported for the first time.

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